

March 29, 2001

U.S. Department of Transportation Docket Management System 400 7th Street SW Plaza 401 Washington, DC 20591

Ladies/Gentlemen:

In accordance with the Code of Federal Regulations, 14 CFR §11.25, the Air Transport Association of America (ATA), petitions the Administrator on behalf of its member airlines¹ and other similarly situated Part 121 operators, operators of Part 63 flight engineer training schools, and Part 142 training center certificate holders, for an extension of Exemption No. 4901, Docket 25210. This exemption is scheduled to expire on May 31, 2001.

Exemption No. 4901F provides relief, under certain conditions and limitations, from specific provisions of 14 CFR § 63.39 (b) (1) and (2) and § 121.425 (a) (2) (i) and (ii). Under flight engineer training programs approved under part 121, the qualification requirements of § 121.424 (a) (2) (i) and (ii) may be met concurrently with the certification requirements of § 63.39 (b) (1) and (2) in a single flight check. The exemption also grants relief to the extent necessary to permit applicants in training for that flight check to take the airplane preflight inspection portion of that flight check using an advanced pictorial means instead of an airplane, and normal procedures portion of that flight check in an approved flight simulation device. Also, all qualifying operators of part 63 flight engineer courses and all part 142 training center certificate holders conducting flight engineer training courses in accordance with part 63 requirements be granted an exemption from § 63.39 (b) (2) to the extent necessary to allow applicants who are training in preparation for the flight engineer practical test to take the normal procedures portion of that test in an approved flight simulation device.

Airborne Express, Alaska Airlines, Aloha Airlines, America West Airlines, American Airlines, American Trans Air, Atlas Air, Continental Airlines, Delta Air Lines, DHL Airways, Emery Worldwide, Evergreen International, Federal Express, Hawaiian Airlines, Midwest Express Airlines, Northwest Airlines, Polar Air Cargo, Reeve Aleutian Airways, Southwest Airlines, Trans World Airlines, United Airlines, United Parcel Service, US Airways.

Associate Members:

Aeromexico, Air Canada, KLM Royal Dutch Airlines, and Mexicana.

^{1/} Operator Members:

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The conditions and circumstances, in regard to public interest and equivalent levels of safety, which warranted the original grant of exemption, continue to exist. This petition does not seek to change the conditions and limitations of the current exemption. This exemption has been in use for over twelve years with no known compromise of safety.

The renewal of this exemption is not a controversial issue. For this reason, and the reasons stated above, ATA requests that a finding of good cause be made for waiving publication in the *Federal Register*. Granting the requested relief will set no precedents. The existence of the exemption is well known and widely accepted.

A summary of this petition as required by 14 CFR §11.25 is attached.

If any further information is required, please call me at (202) 626-4012.

Very truly yours,

Ronald J. Welding Director - Operations Standards Air Transport Association 1301 Pennsylvania Avenue, NW Suite 1100 Washington, DC 20004

Attachment

SUMMARY OF ATA PETITION

Petitioner: Air Transport Association of America (ATA)

Regulation Affected: 14 CFR FAR 63.39 (b) (1) and (2), and

121.425 (a) (2) (i) and (ii)

Description of Relief Sought: Renew Exemption No. 4901F with no changes to the

existing conditions and limitations. Allow flight engineer training programs approved under part 121, the qualification requirements of § 121.424 (a) (2) (i) and (ii) be met concurrently with the certification requirements of § 63.39 (b) (1) and (2) in a single flight check. Also allow Part 121 operators, Part 63 flight engineer schools and Part 142 training center certificate holders to train and check flight engineer applicants in the performance of preflight inspections using approved pictorial displays instead of the airplane, and normal procedures portion of that flight

check in an approved flight simulation device.